

**A RETROSPECTIVE LOOK:  
THE TRANSPORTATION  
INVESTMENT ACT (TIA) OF 2010**

**NADO Annual Training Conference (Denver, CO)  
August 25, 2014**

## TODAY'S DISCUSSION

- Transportation Investment Act (TIA)

## Background

- Regions Overview
- Q&A

# **TIA 2010 BACKGROUND**

# TIA 2010 BACKGROUND

## • Legislation Overview

- A proposed 1% transportation sales tax to be levied up to 10 years if approved by voters via a referendum.
- The state was divided into 12 special tax districts (followed Regional Commission boundaries)



# TIA 2010 BACKGROUND

## • **Legislation Overview**

- Each region required to develop and adopt a final investment list by October 15, 2011 (prior to the July 31<sup>st</sup> 2012 referendum)
- If a final investment list was not developed and/or adopted by region by October 15<sup>th</sup>, a gridlock would be declared
- Transportation sales tax, if approved, could be implemented in tandem with current local option sale tax initiatives

# TIA 2010 BACKGROUND (CONT'D)

- **Eligibility**

- Revenue could be used for all transportation project phases (e.g., Engineering, Right of Way purchase, Construction, Operations & Maintenance)
- Revenue could only be used on transportation projects (e.g., new or existing airports, bike lanes, bridges, bus and rail mass transit systems, freight and passenger rail, ports, roads, terminals)
- Candidate projects had to be under construction within 10 years of start of the tax (i.e., controversial projects considered risky)

# TIA 2010 BACKGROUND (CONT'D)

## • Funding Requirements

- Revenue raised within a region could not cross regional boundaries
- Revenue raised in each region would fall into two funding pots:
  - 75% to regional project list
  - 25% into a discretionary pot for each local government (i.e., Atlanta region was the sole exception)
- Discretionary funds (25%) were not required to be included on the investment list(s) and use of those funds was solely at the local entity's discretion
- A region could use TIA tax funds as a funding match for Federal Aid projects
- Final investment lists had to be fiscally constrained within projected revenue amounts forecasted by the State Economist

# TIA 2010 BACKGROUND (CONT'D)

## • **Governance & Structure**

- Each region had a **roundtable** consisting of a County Chairperson and one Mayoral representative for each county
  - Each county had two representatives on the roundtable
  - Executive Committee formed by election from members
- Counties nor cities could opt out of transportation sales tax
  - If a region approved the tax, then all local governments would be levied tax (i.e., majority of votes casts dictated outcome)
- Regional transportation needs had to be balanced with local needs
  - There were multiple methods for allocating funds across a region which also impacted project selection



# COMMON CHALLENGES

- Local governments wanted “fair” share of available funding
- Some local governments did not get a project on the final investment list based on available funding and funding allocation methods used by region(s)
- Educating elected officials and the general public about the legislation
- Responding to misinformation and resistance to proposed transportation sales tax

# FINAL RESULTS

- No special district gridlock was enforced
- Votes were cast within each region on July 31, 2012
- Only 3 out of 12 special tax districts passed the proposed transportation sales tax:
  - Central Savannah
  - Heart of Georgia
  - River Valley

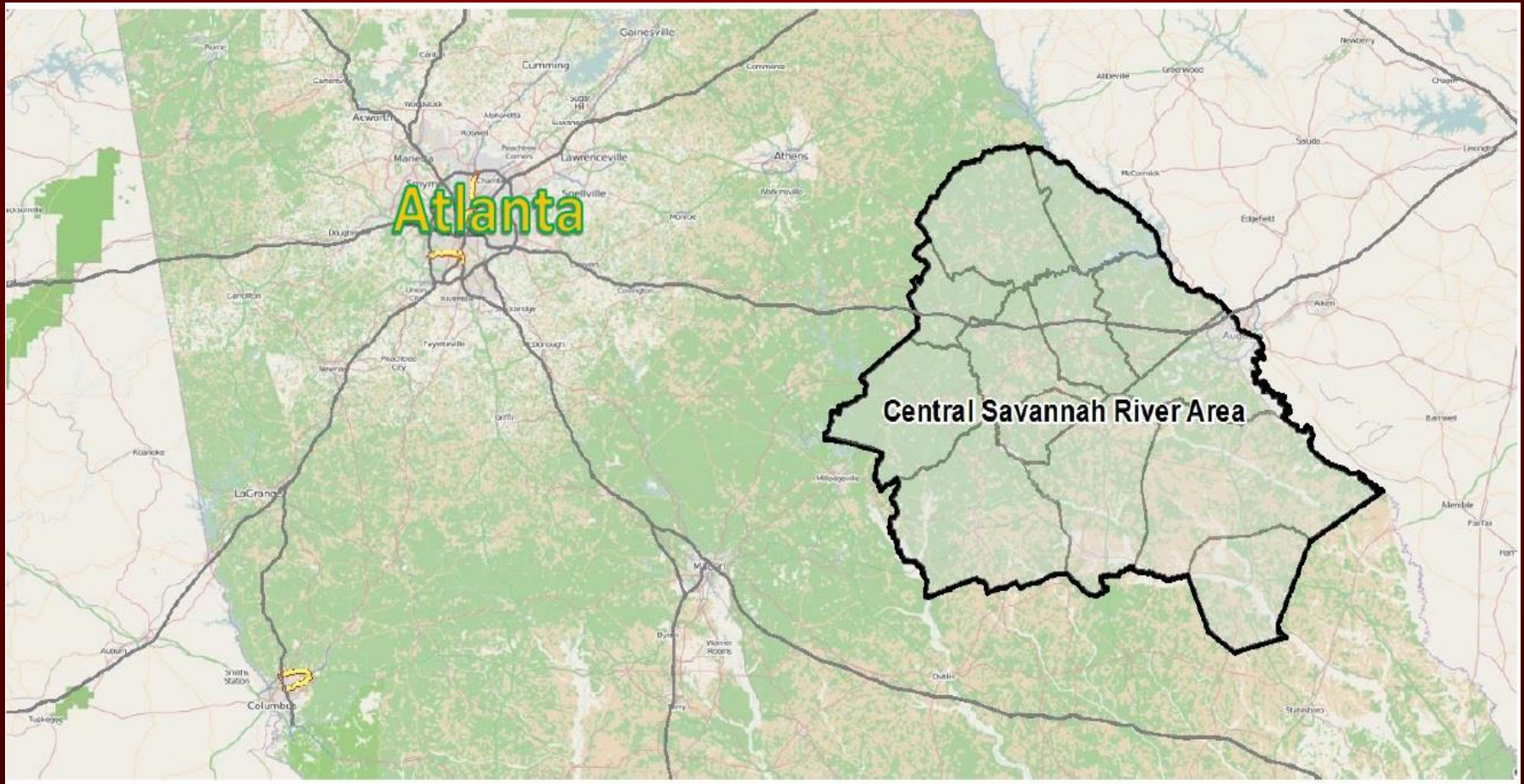
# **REGIONS OVERVIEW**

# TIA HIGHLIGHTS



- 3 regions passed the referendum with an average of 53% of their populations voting “Yes”
- 46 counties and 140 cities impacted
- 1.1+ million Georgians to benefit from TIA projects/funding

# THE CENTRAL SAVANNAH RIVER AREA DISTRICT



- Over \$535M in Regional Funding and Over \$175M in Discretionary Funding
- 13 counties and 41 cities; Population of 462,735
- Tally of Votes: 54% Yes (49,387) and 46% Nay (42,611)

# CENTRAL SAVANNAH RIVER AREA

- 84 projects on the final investment list
- 8 project categories with some projects in multiple categories

<b>Preliminary Project Categories</b>	<b>Number</b>
<b>Widening</b>	14
<b>Bridge</b>	16
<b>Safety/Traffic Operations</b>	24
<b>General Improvements</b>	9
<b>Bike/Ped</b>	19
<b>Transit</b>	2
<b>Airports</b>	2
<b>Maintenance</b>	22

# THE HEART OF GEORGIA DISTRICT



- Over \$250M in Regional Funding and Over \$80M in Discretionary Funding
- 17 counties and 63 cities; Population of 304,000
- Tally of Votes: 52% Yes (28,679) and 48% Nay (26,784)

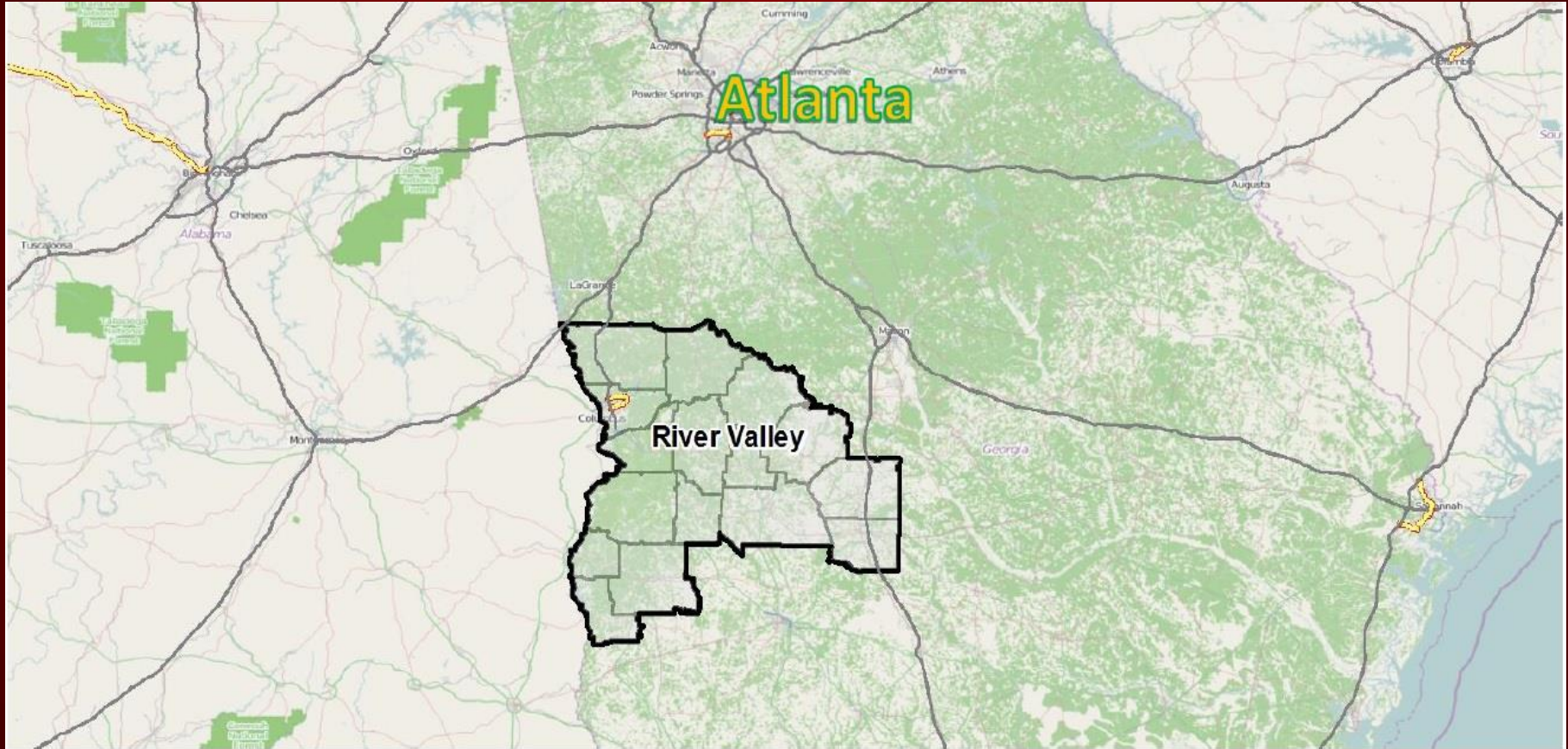
# HEART OF GEORGIA

- 764 projects on the final investment list
- 5 project categories with some projects in multiple categories
  - Region's project total is comparably high due to the number of maintenance/resurfacing projects which typically have lower project costs

<b>Preliminary Project Categories</b>	<b>Number</b>
<b>Widening</b>	4
<b>Bridge</b>	15
<b>Safety/Traffic Operations</b>	1
<b>Transit</b>	2
<b>Maintenance</b>	743



# THE RIVER VALLEY DISTRICT



- Over \$380M in Regional Funding and Over \$125M in Discretionary Funding
- 16 counties and 36 cities; Population of 378,061
- Tally of Votes: 54% Yes (30,202) and 46% Nay (25,453 votes)

# RIVER VALLEY

- 23 projects on the final investment list
- 7 project categories with some projects in multiple categories

<b>Preliminary Project Categories</b>	<b>Number</b>
<b>Widening</b>	3
<b>Bridge</b>	7
<b>Safety/Traffic Ops</b>	6
<b>"Improvements"</b>	3
<b>Bike/Ped</b>	2
<b>maintenance</b>	2
<b>Transit</b>	1

# AUDIENCE Q&A

Andy Crosson  
Executive Director  
CSRA Regional Commission  
[acrosson@csrarc.ga.gov](mailto:acrosson@csrarc.ga.gov)  
(706) 210-2000